Proposed Remedy.

"It is hardly worth while to treat agree-

ments of railway corporations as more sacred than any other of the business af-

fairs of men, or to throw around them

greater punishments and penalties. My

the supervision of the interstate commerce commission as to whether they are reason-able or not; that all violations of these agreements, as between the railways them-

selves, should be subject to damages be suits in the courts, like other ordinary at

Limitation of Railway Lines.

"I would provide then, further, that no

railway should be built except upon the ap-

proval of the commission, and no charter

should be issued except a proper and suf-

ficient capital was fully paid up. The time

has gone by when it is necessary to allow

what you might call 'skylarking corpora tions' to be organized. Henceforth the rail

Opposes Government Ownership.

"The tendency with many writers and

hinkers today is for the government to

own and manage these great highways. As the government is at present constituted and managed, I should consider this a na

tional calamity. To avoid it we should en-deavor as far as possible to see that these corporations are treated fairly, that the public is also given proper consideration, and, above all, that the great army of em-ulous is well then parents.

loyes is well taken care of.
"I am a believer, myself, in profit-sharing

as applied to railways, and that in the fu-ture it will work out the solution of the question between employer and employe

question between employer and employe, and avoid strikes and friction. Many of the great corporations are working to this end by means of their pension lists, hospitals, etc., but they cannot make much progress in this line if they are to be hampered by regislation such as is applied to no other of the industries of this country.

Factor in Developing the Country.

"It must be remembered that the grea

factor in the development and improvemen

of this country is the railways, and any

thing that unjustly and unduly oppresse

them hinders and retards the developmen

of the country. It is time that we disregarded the cry of the demaggues agains the rallways and treated them like bus iness corporations, necessary and essentia

to our progress and development. And, trepeat and sum up, it seems to me that fo

this purpose it is necessary that 'he pres-eat law should be amended by legalizing contracts between railways, subject to the inspection and approval of the interstate

commerce commission; that infractions of that law should be punished like other bus-iness transactions by a fine and no attempt

should be made to make it a criminal of-fense; that a more thorough inspection of the accounts of railways should be made and

greater publicity given, so that the public may know what is being done, what they

are buying and what they are getting, and

that they should be protected from raids by speculators and blackmailers, and no rival line allowed except upon a hearing

and a decision by the commissioners tha

Testimony This Afternoon.

The industrial commission reassembled at

3:15 o'clock this afternoon, when Messrs.

Wm. T. Graham, vice president, and F. S.

Wheeler, treasurer, of the American Tir Plate Company appeared and testified.

BELT LINE STOPS ITS CARS

Traffic Will Cease While the Road is Being

Rebuilt.

The Illness of Mr. Geo. W. Young,

Who Financed the Washington

Traction and Electric Co.

There will be no cars run on the 11th

street line of the old Belt road after the

lose of business this evening, as the work

of installing the new electric underground

system of the road will be begun. In order

o facilitate this work and hasten the com-

pletion of the new equipment it has been

decided not to attempt to use the road for

traffic purposes. The cars from South Washington will, however, be run, but in-

stead of going north on 11th street will turn at 11th and E streets, and, passing east along the latter street, will run to 9th street. Transfers will be Issued to pas-

Mr. George W. Young of New York city.

who is a director of the Washington Trac-tion and Electric Company, and a member of the executive committee, is reported to be quite ill. For some time past he has

not been allowed to attend to business matters. He is at his country home on th

Jersey coast. The friends of Mr. Young have for some time past been apprehensive

that he was overworking, for, while he f

that he was overworking, for, while he is still a young man, being under forty, he is at the head of one of the largest mortgage and trust companies in New York city. He is also connected with many other corporations, and is the representative directly and indirectly of a large amount of capital. He supplied, it is understood, the money that was used in the purchase of the various street railroad properties constituting what is known as the Washington Traction and Electric Company, and is personally largely interested in that enterprise, as well having his friends interested in it. It is un-

having his friends interested in it. It is un-derstood that as soon as he recovers his usual vigor, which, it is believed, will be in

BREACH OF PROMISE.

leged Damages.

It is stated in the declaration that the de

ried a certain other person, one Maur Brown. Miss Carter declares that she ha

thereby been damaged in the sum of \$3,000,

and claims that amount from Mr. Strachan.

thew C. Strachan.

engers at the latter point to the 9th str

such a line is needed.

make report of their affairs.

no use to the public.

COURSE OF TODAY'S YACHT RACE.

ised to be nearly as close as the one be-tween the Galatea and Mayflower in 1886, when there was but a second's time bewhen there was but a second's time be-tween the two yachts on crossing the line. Promptly at 11 o'clock the starting gun was fired, and immediately the Columbia's jib topsall was broken out. The two racers were then close to the line, and as he trim-med his mainsail aft more Captain Barr worked his bow out across the Shamrock's stern and was in the better position.

Feather in Barr's Cap.

It was a feather in Capt. Barr's cap, and showed that he was as good as the three expert skippers on the Shamrock when it came to playing for a windward position. The Shamrock was so close to the line that it was impossible for her to drop back and try to get up to the windward of her rival so Capt. Hogarth did the best thing he so capt. Hogarth and the best thing in could do to shove his boat across the line far enough ahead to prevent the Columbia from breaking up his wind, so the heim was put down hard and with a lively move was put down hard and with a freely move on the challenger shot across the line. The Columbia was on the Shamrock's quarter, moving a bit the faster, and as soon as he saw the Shamrock heading over the line Capt. Earr headed across also. With the greater speed on the Columbia was almost mast and must with the challenger and to windward. The time was 11:01:00 or three seconds behind that of the Shamock. It was a wonderfully close start not the honors belonged to Capt. Barr. The battle down to the line was a royal ne. The boats had fought for what was

Shamrock Forges Ahead.

out three minutes the Shamrock pinch the green beat out to windward. The spurt was a magnificent one, but once hav ing gained her lead, the challenger seemed halt somewhat. The breeze was a full to half somewhat. The breeze was a fun-eight knots at the beginning and her sails were filling as true as ever, but the fact was apparent that she was not opening as before. Just as far apart as before, four course was one to compensate for days of weary waiting. The fog, however, was coming in faster and faster. A gray wall, it began to block the horizon. It gave a it began to block the horizon. It gave a mid-ocean impression, and from out its extreme limit a lumpy sea kept rolling in.

Far down to the eastward a black mass with the two black spots was the course boat feeling her way. Behind her the boats followed through the clear space that at this time was admost three miles in diameter. For five, ten, twelve minutes they still held on the starboard tack. The white-shrouded figures were still visible on deck. Forward on Shamrock was one man in black offskins, who seemed to bear some resemblance to Ratsey, the salimaker. Aft on the Columbia Mr. Iselin's party could be seen scattered around. The Columbia was making the most fuss in the eould be seen scattered around. The Co-lumbia was making the most fuss in the water. Her how was plowing deep into the lumpy waters, raising a white spray of foam. The Shamrock refused to put her enormous freeboard under and the green above grew lighter by contrast. Yet for it was apparent that all of Hogarth's pinch-ing mettes had failed. The Shaper of the first to make the move, the Columbia following almost immediately, and as they filled away she was a length to weather.

A Marvelous Performance.

The performance was nothing less than marvelous. The two boats started three and then were not more than ten seconds spart. The hitch was a record breaker. The starboard tack carried the yachts toward Long Beach. They stood out into open water again. For about twenty minutes they held on the new hitch, and when, at 11.25, they came about, but a small space separated them. Columbia was to windward and one longth ahead.

At 11.25 both leasts were on the starburd tack, the Columbia in the lend. The Stantock continued to beat fast, but was still off in peinting, and the Columbia was rapidly lifting out to windward. The wind was still helding on, and at this hour there seemed to be no doubt of a finish within the time limit. The course is absolutely clear and nothing could be fairer for such a grand struggle.

Shamrock Beats Fast.

Shamrock Bents Fast.

At 11:15 the Columbia put about on the port tack, crossed the Shamtock's bow and then came about again on the weather bow of the Shamrock. Both stood starboard tack for about ten minutes, when the Shamrock came about and stood off on the port tack, but only for a moment. It seemed to be Hogarth's policy to make short tacks and for the next ten minutes he was doing nothing but coming about. Barr met him at every turn and was continually on cided to stop and stand away for a long leg on the port tack. The Columbia was early a mile to winward.

At 11.57 the Shamrock tacked again, fol-

lowed by the Columbia, still well to wind-ward. It was then apparent that the Amer-lean boat had made wonderful strides in preceding twenty minutes.

Tooked then like a walk-over to the

outer mark. At noon the breeze freshened a bit to a ten-knot breeze, and the more wind that came the better the American At 12:11 the Shamrock put about for the

t tack. The Columbia stood alone for a aute and then followed the Shamrock. Both boats were still standing on the same tack at 12:20, with the Columbia still surely gaining and increasing her mile lead.

Bulletins From the Course. HIGHLANDS OF NAVESINK, October

16., 9:55 a.m.-Weather clearing; wind increasing; now blowing about ten knots. 10:16 a.m.-The wind at this hour is blowing seven knots from south of east. There is a damp mist and the observation is about two miles. Committee boats of the New York Yacht Club arrived at 10 o'clock and the two racing yachts have just arrived in tow of their tugs.

Prospects are good for a finish race, as the wind is freshening

10:45-The preparatory gun was fired.

bia crossed the line first at 11:01:45; Colum

oia has windward position. Shamrock ess than a second behind at 11.01:46.

Official Time of the Start. WESTERN UNION CABLE BOAT, Oc. ober 16.-The following is the official time

of the start: Shamrock, 11:01:03.

Columbia, 11:01:06. 11:12 a.m.-The boats have just gone out

of sight without either having an apparent advantage except that the Columbia has the windward position. WESTERN UNION CABLE BOAT, Oc

ober 16, 10:54 a.m.—The Columbia has fib, paby jib, mainsail and club topsail set. Shamrock has mainsail, club topsail and working jib up.

The Erin and the Corsair have arrived at

the line.

Both boats crossed the line on starboard tack and stood northeasttoward Rockaway.

They were still on that tack when they went out of sight in the fog.

ASSOCIATED PRESS DISPATCH BOAT ELLIS, October 16.—The boats have gone a little over four miles. The Columbia is a length ahead and five to windward. Were on starboard tack headed for Long Island shore when left course at 11:35.

Going to the mark the Columbia carried all her lower sails, her No. 2 club topsail and the baby fib topsail. Barr did his turn in a trice, and as she started to go around her spinnaker boom went down on the instant. There were loud shouts of joy from

stant. There were loud shouts of joy from the watchers as she started for home, glorious towering pyramid of canvas. Al they had to do was to ease off her sheets. A number of boats started along after the Columbia, but there were enough boat on the mark to cheer the challenger. Afte she had rounded the outer mark, th Shamrock's lighter canvas was broker out in good shipshape fashion, and about one and one-half miles to the rear she se out after the Columbia homeward bound. LONG BEACH, October 16, 12:23 p.m .indistinctly seen going eastward quit pidly, so it seems probable that th

good speed.

12:35 p.m.—A signal from the Associated Press dispatch boat Wanda, now off this shore, says Columbia was ahead so long as she could distinguish the two yachts.

HIGHLANDS OF NAVESINK, October 16, 12:40 p.m.—Wind east between nine and ten miles; foggy; clearing a little.

LONG BEACH, October 16, 12:45 p.m The fog continues to increase, but the wind retains its strength. The boats, it is esti-mated here, have covered between ten and twelve miles of the course.

BY ASSOCIATED PRESS DISPATCH BOAT WANDA, October 16, 12:25 p.m.— The boats have covered about ten miles of the first leg. The Columbia has done won derful windward work, both boats, how ever, being well handled

ever, being weil handled.

There were several short tacks about 12 o'clock and the Columbia came out of the jockeying with a good gain. She is a mile ahead of the challenger.

The wind still holds east, blowing about still holds. eight knots an hour. WESTERN UNION CABLE BOAT, 1:43

p.m.—Returning boats say, at 12:35, Co-lumbia had a lead on the Shamrock of about three-quarters of a mile.

Turn the Stake Boat. FAR ROCKAWAY, 2:01 p.m.-Short

Beach life-saving station reports that they have heard two whistles, eight minutes apart, and they suppose from this that the yachts have turned the stake boat at about those intervals.

Hope for a Finish.

Associated Press Dispatch Boat Wanda off Long Beach, October 16, 2:30 p.m .. - The Columbia had a lead of a good mile and had made about five miles on her run back from outer mark. She did not seem to get much before the wind, but it was very apparent that she was losing nothing.

Both boats broke out spinnakers and set
ballooners as soon as the mark was turned
and were running home before a fairly
steady eight-knot breeze. If the wind steady eight-knot breeze. If holds they should finish by 3:45.

The Weather Tomorrow.

NEW YORK, October 16.-The following special weather bulletin was received by the local weather bureau in this city this morning: WASHINGTON, October, 16. To Observer, New York:
Wind will become fresh this afternoon and tought, from east to southwest, and hold fresh from southerly Tuesday.

Little Change in the Situation.

LONDON, October 16.-The war office is sued the following note this afternoon with respect to the situation in South Africa: The dispatches received do not point t any material change in the military situa tion. Small bodies of Boers are reported to have crossed the Natal frontier at vari ous points, and intrenchments are said to have been thrown up at Van Reenan's

Admiral Dewey's Arrival. Admiral Dewey, who has been delayed en

route from Boston, will reach Washington at 3:45 o'clock this afternoon over the Pennsylvania railroad.

Weekly Reports Wanted.

Commissioner Powderly has sent a cir cular to the commissioners of immigration at the leading ports requiring them to make weekly reports as to the number and

cause of deportations. The race of those Government Receipts.

Government receipts from internal revenue today, \$1,642,144; customs, \$678,099; miscellaneous, \$294,773; expenditures, \$1,540,-

German Interests in the Transvaal. Consul Monaghan writes to the State Department from Chemnitz, September 12: "This empire's industrial interests in the

Transvaal are great. In the ten years— 1889 to 1898—Germany imported 3,000,000 marks (\$714,000) worth from the Transvaal, and exported 60,000,000 marks (\$14,280,000).

Eastern High School Defeated. The Episcopal High School foot ball team defeated the Eastern High School eleven of this city Saturday by 30 to 0 in a game played on the grounds of the first named

Local Pensions Pensions were issued today to the fol-

lowing residents of the District of Columbia: Alonzo S. West, \$8; Michael Maloney, 10.48—The preparatory gun was fired.

The course is east,

The warning gun was fired at 10:55½, five finutes for yachts to prepare in.

Starting gun fired at 11 o'clock. Colum
Starting gun fired at 11 o'clock. Colum
Starting gun fired at 11 o'clock. Colum
Mark, \$2, and Etta M. Jewett, \$17.

Imade legal, rather than leaving it, as it is now, outside the law.

If an quite well aware that at present thereby been damaged in the and claims that amount from ment of violations against the present law.

Her attorney is L. H. Poole.

FOR PROFIT SHARING

President Ingalls Believes in Applying It to Railways.

BEFORE THE INDUSTRIAL COMMISSION

Favors Legalizing Agreements to Maintain Rates.

LIMITATION OF LINES

Mr. Melville E. Ingalls, president of the Cleveland, Cincinnati, Chicago and St Louis and the Chesapeake and Ohio railways, was before the industrial commission in the Bliss building, opposite the Capitol, this morning.

Mr. Ingalls stated that he had been con nected with the management of railroads since 1871. The two systems under his charge employ 20,000 men. The maximum day's work in their shops was ten hours, often nine hours and frequently eight hours. The trackmen work ten hours, but in the winter the companies are in luck it they succeed in having them work eight

Mr. Ingalls submitted a statement replying to a number of questions being considered by the commission in relation to transportation. The three things that should be considered by those framing legislation for railways, he said, are the accommoda-tion of the public, the prompt payment and welfare of the employes and a proper serv-ice for all patrons, who should be served fairly and well and at as reasonable a cost as is consistent with the other purposes to as is consistent with the other purposes to be accomplished, as stated above, as well as to obtain a fair sum to be returned to the proprietors for their investment.

Proper Return on Investment.

"Legislation in reference to railways," he said, "should be such as to allow revenues sufficient (first) to maintain the property and the service, (second) to pay the employes, and (third) to provide a sufficient return on the investment. When these three conditions are attained you will have placed this large interest, representing, through its employes and its purchases, at least one-tenth of the population of this country, in a sound and safe condition, where as citizens they can perform their duties to the republic and become useful members of society.

Development of the Railway System "For half a century the railways have een going through a species of developnent. At first every community was anxous to secure a rallway, and all manner and sorts of inducements were given. It was a hazardous enterprise to undertake, and nearly all the early promoters failed in their undertakings and capital could not be induced to enter the field without large inducements; therefore, speculators and promoters seized upon the field, charters were obtained, aid solicited from state, city and town, bonds and stock issued without much regard to values, and all sold or turned over to contractors to build the railway. l over to contractors to bulld the railway, hese contractors and promoters sold the courfites to the public. In most cases they ere lost, wiped out by foreclosure. The were lost, wiped out by foreclosure. The new owners and proprietors of the reorgan-ized companies endeavored to earn an in-come upon their investment in all ways possible, and this produced dissatisfaction with the public. The contest first began as to whether railway companies were like other business enterprises, independent and free to pursue their business, charging what they could get from the traffic and making hey could get from the traffic and making that they could.

Status of Railways.

"After many years of litigation the curts finally settled the question, which day is practically agreed, that railway orporations were public servants, receivig certain rights from the people, in conideration of which the public had control over their rates and charges, always re-serving the right, which the courts pro-tected, that there should be revenue enough pay a fair return upon the issied. State after state appointed com-issions, who endeavored to control or innence railways in the interest of the pub-The Massachusetts idea of a commis-was that one should be appointed which should have authority to inquire and report, and their control of rates and the enforcement of their commands depended nore upon moral suasion than anything else. Other states endeavored by legislation to absolutely fix tariffs and charges.

The Interstate Commerce Act. "As the country has progressed and im-

proved the latter idea has been given up o a great extent, except in more ignorant communities and in cases where it is used for political capital. The wise and think ing people stood aghast at the thought that few commissioners, selected usually for political qualifications, could make, man-age and control the tariffs upon which this enormous business depended for its afe and prosperous conduct. Finally, in 886, the demand for legislation developed into an act of Congress, creating what is known as the interstate commerce coms known as the interstate commerce com-nission, which, with some ameridments, is substantially today as it was passed. The courts have decided that its powers do not extend to the making of tariffs, but in many other ways it has the broadest and most complete authority. This act archibited the pooling or division of earn-ings, which had been the favorite method of maintaining tariffs previous to that act. After the passage of that law, however. After the passage of that law, however by agreement and association rates were till fairly maintained.

Effect of the Sherman Act. "Later, however, the Sherman anti-trust aw was passed, which at the time was suposed by many people not to apply to railways, but since, by the decisions of the courts, it has been practically decided that it applies to nothing else but railways, and under the decision of the courts in the any kind can be maintained and that there is nothing left for the railways but an-archy. It left the railways in a most deplorable condition, and during the years 1897 and 1898 the practice of cutting rates

Move Against Secret Rebates.

"Late in 1808 and early in 1899, the interstate commerce commission took up the question with the leading railway managers of the country for the purpose of securing a etter maintenance of rates, to stop secret cutting, and especially to prevent the pay ment of rebates which it was supposed were being paid, although no legal proof could be obtained. This move upon their part was most commendable, and has worked out with extraordinary results and has been beneficial to the railways and the public. usual vigor, which, it is believed, will be in the near future, he will give more time to the Washington property.

Associated with Mr. Young on the executive committee are Mr. George Truesdell, the president of the Traction company, and Mr. C. A. Lieb, the vice president of that company.

Mr. Frederick C. Stevens, who represented Mr. Young and his associates in the purchase of the properties, arrived in New York Saturday from Europe. He went at once to his country place in Attica, N. Y., and expects to reach his home in this city the latter part of the present week. So far during 1800 there has been greater freedom from secret rate cutting and re-bating than probably has ever been known before in the history of railways. This he been done by the resolve of the controlling officials that there must be a change, and has been made easier by the fact that there was a large amount of business of-fering; more, in fact, than the capacity of the railways to take care of. A pride has also grown up among managers in obeying the law and discontinuing such practices, and today where here and there a railway manager is supposed to be paying secret rebates he is not looked upon as in good standing in the fraternity. How long this ondition of affairs can last without legis lative aid is a grave question. It has also resulted in tariffs far below cost, in many cases, and unprofitable to the railways and not demanded by the public.

Legislation Favored.

"I think it is the belief of railway commissions, railway officials and large shippers that there should be some legislation by which the agreements between railways could be legalized. It is usually called a "pool," but the term should be broader than that; it should be legislation authorizing railways to enter into agreements to maintain the published tariffs, with penalties and fines for breaking the same. In other words, this immense traffic should be made legal, rather than leaving it, as it is

It is, however, this very provision that, in my judgment, renders the law ineffective. When you provide a punishment for an act committed by an official of a corporation in the way of business which is done every day by 90 per cent of the business men engaged in private affairs without punishment, you are making that a crime which the public conscience does not consider one, and therefore such a law has not the support of the public. The public will not support any one, either a rallway official or a business man, who gives information leading too conviction under such a law. The law should be changed, making it an offense punishable by fine. You may make the fine \$500, or \$1,000, or \$5,000, if you please. It will then be supported, and

you please. It will then be supported, and you will have no difficulty in getting evi-dence, and the law can be enforced. He Admitted Having Made Copy of McManus Letter.

DETECTIVE IN BAD LIGHT

judgment is that what is necessary in the way of legislation is, first, that we should amend the interstate commerce law, as it exists, by allowing railways to make agreements for the maintenance of tariffs and the division of business, all rates and tariffs under such agreements to be subject to the supervision of the harmstate commerce. PHILADELPHIA, October 16.-The trial of ex-United States District Attorney Ellery P. Ingham and his former assistant, Harvey K. Newitt, on the charge of conspiracy and bribery in connection with the Lancaster revenue stamp counterfeiting plot, was resumed today before Judge Mc-Pherson in the United States district court. Mr. Newitt, who, on Friday, related the suits in the courts, like other ordinary affairs; that any shipper wronged could bring suit, or on any complaint of the public violations should be punished by fines. "Then I should provide further for the greatest publicity of accounts and the affairs of these great corporations; that their accounts should be kept according to the rules prescribed by the interstate commerce commission; that that commission should employ experts similar to those appointed by the bank examiner, who should, at stated times, and at other times, as the commission concluded wise, examine the accounts of all the railways, and should make report of their affairs. story of his dealings with Secret Service Agent McManus, and swore that he had employed the latter merely in the capacity of private detective, was placed under cross-examination.

Mr. Newitt made as good a witness under cross-examination as in giving direct tes timony. His memory failed him at times and he admitted ignorance on some legal points. He insisted that he had a perfect right to employ Operative McManus, as he had always entertained the opinion that the secret service men could take private work if it did not interfere with their gov-

ernment service.

Ignorant of Any Plot. Mr. Newitt insisted that he was not aware of the existence of a counterfelting plot during his relations as counsel to Jacobs and Kendig. District Attorney Beck, by skillful cross-questioning, brought out the fact that Mr. Newitt intended to show Jacobs and Kendig a copy of the decoy letter written by Chief Wilkie to Operative Mcway business; is to be a conservative, steady business; and if a new line is desired it should not be authorized unless capital is willing to take the risk. This will prevent the building of parallel and competing lines in the future, which are of no use to the public. Manus. This letter informed McManus that the secret service had information that Jacobs and Kendig were counterfeiting, and instructed him (McManus) to swear

out warrants for their arrest.

Newitt admitted under direct examination that he had copied this letter and the copy was produced in evidence. He said he thought he had a perfect right

to show it to his clients.

Thomas F. Logan, a newspaper reporter of this city, testified that on October 7 Operative McManus had in conversation with him asked the reporter not to be barsh with him in his paper, as he (Me-Manus) must save his position, even if he testified to what was untrue.

NICARAGUAN CANAL.

Not Much Prospect for Legislation at This Congress.

Friends of the Nicaraguan canal bill are not sanguine of legislation favorable to the canal project at the coming session of Congress. It is realized that the opponexts of legislation will have excuse for delaying action. In fact, when the present situation was brought about the enemies of the canal congratulated themselves over the opportunities for delay which were

thereby presented.

The acceptance of the proposition for the authorization of the commission, to gather information about the different routes was the excuse for no bill last session. The inability of the commission to get the in-formation together in time will be the exuse, it is feared, for no bill at the coming

Session.

The subcommittee of the commission,
Furone examining maps which has been in Europe examining maps and reports, has already put in about three months' time, and it is understood that Admiral Walker thinks several months will yet be required to complete the task of that subcommittee. It is considered un-likely that a report can be made soon. The conflicting interests of the several corporations holding concessions or claims of concessions of canal routes will probably have to be given hearings before Congress, The prospect seems to be unfavorable for final action by Congress at the coming ses sion, to say the least, with possibly no action during the Congress.

TAGALS TO FIGHT VISAYANS. Great Tension in Their Attitude in Hoilo.

MANILA, October 16.- Mail advices from

Hoflo state that there is great tension between the Visavans and Tagals, growing out of the Tagals holding Araneta, a leader of the Visayans, a prisoner since the threatened Visayan revolt against Tagal domination a month ago. The Visayans are incensed to the point of rebellion. While the Tagals nominally control only the military organization of the so-called Filipino republic, they have crowded out the Visayans from the civil branch, whereat there is great discontent. The Tagals are reported to be concentrating troops on Panay at Santa Barbara, where Delgado, chief of the revolutionary government, commands, with a view to putting themselves in a position to suppress the Visay-ans. Four thousand Tagals, who have been held in reserve at Capiz, in the northern part of the province of Panay, last week embarked in cascoes, the fleet's purpose being to land at Conception, whence the troops would march to Santa Barbara. Adverse winds prevented the landing, how-ever. Gen. Palion's forces from Buena Vista are also reported to be going to

Santa Barbara.

The insurgents will have 12,000 men and three or four thousand rifles there. Gen. Magbanna, according to letters, plans to attack the suburbs of Hollo with this force, o carry the city and slaughter the Ameri-

A body of Tagals, estimated to number between 500 and 1,000, recently crossed from Santa Barbara to Escalante on the Island of Negros, for the purpose of aiding interpapaisio's bandits in keeping under the

WHERE LINCOLN DIED.

The Tenth Street Property Put in Thorough Repair.

Col. Bingham, corps of engineers, reports to the War Department that the house on 10th street between E and F where Prestdent Lincoln died has been put in thorough repair, in accordance with the provisions of the District of Columbia appropriation act. The work has just been completed, including the papering of the halis and rooms and the repainting of the woodwork throughout the house. Many improvements have been introduced, including electric lights and a steam-heating plant.

FOUNTAIN TO BE PUT UP. It Was Taken From the Center of Mt.

Vernon Square. Colonel Bingham, the officer in charge of public buildings and grounds, has made arrangements for the re-erection of the large iron fountain recently removed from Mt. Vernon Park in the circle at the intersection of Massachusetts and New Jersey avenues and 1st and G streets. The four tain was removed to make room for th Washington public library building.

PREPAYMENT OF INTEREST.

Suit to Recover the Sum of \$3,000 Al-Few Bondholders Notify the Treasury of Their Acceptance of Its Offer. Suit-at-law to recover damages for alleged Today was the first day for beginning breach of promise of marriage was insti-

prepayment of interest on United States tuted today by Josephine Carter by her bonds. The treasury received few notificanext friend, Mollie M. Carter, against Mattions from bankers of their desire to secure this prepayment at the discount rate of 2-10 of 1 per cent per month. It is not fendant, in June, 1898, promised to marry the plaintiff. Josephine Carter, who is twenty years of age. Confiding in the promise of the defendant, says the plaintiff, she remained unmarried, and was always ready and willing to marry him. Disre-garding his promise, it is charged, the deknown whether assistant treasurers at the various points did any business in making payments to owners of bonds. Prepayment will be made for a long time, but this week will demonstrate whether the offer of the treasury will be accepted by many of the holders of bonds. There is now considerable doubt whether fendant, last September, wrongfully mar-ried a certain other person, one Maud

the treasury will get opportunity to pre-pay, with discount, the interest on as much as half of the national debt. The interest due November 1 will be prepaid without discount, and will be accepted.

SENATOR JONES' PLANS FINANCE AND TRADE

Will Not Look After Details of Democratic Committee Work.

The District National Com-

mitteeman.

national committee, but Mr. Johnson will

continue to look after the great mass of

letall work. Senator Jones left here Sat-

orday for his home in Arkansas, accompa-

Plant, and expects to remain at his home

until the latter part of November. On ar-

riving in St. Louis yesterday he held a con-

erence with Acting Chairman Johnson and

His Health Restored.

ral years prior to his attack; but it is not his purpose to burden himself at this time

with unnecessary work, and for a time he will occupy himself with questions of general policy and will be available for conference and whatever may be required of him, while Mr. Johnson looks generally after the work of the committee. He has decided to induly himself to this available

decided to indulge himself to this extent because he has perfect confidence in the ability and excellent judgment of Mr. John-son to look after the work. Since Mr. Johnson will be devoting his time to the details of the committee work, the question of committee headquarters between now

of committee headquarters between now and the time of the selection and organiza-tion of the new committee by the next na-tional convention will be left to him to be

decided as best suits his convenience. There will be a great deal of work done in Washington, even if Mr. Johnson does not

find it convenient to have his headquarters here, and it is believed that the national committee headquarters during the next presidential campaign will be located here.

Mr. Gardner's Successor.

It is probable that the local central com

nittee of the District of Columbia will not eceive any sort of recognition in their

receive any sort of recognition in their efforts to select a national committeeman to succeed Mr. Gardner. Their fight over this matter promises to be useless and profitless. The unanimous recommendation of a body of democrats in the District representing the District democracy to a greater or less extent would receive consideration by the national committee, merely as a recommendation; but might or might not be followed. With such a situation as wists, it is anytable that the receivers

might not be followed. With such a situa-tion as exists, it is probable that the rec-ommendations will be ignored altogether and inasmuch as the local central commit-tee was not engaged in performing an of-licial duty in trying to agree among them-

eives on some one to recommend, the ques-ion of the regularity of their proceedings in the matter is not likely to be even con-

It is expected that when the national

ommittee meets a national committeeman epresenting the District of Columbia will

cts of any candidate might be prejudiced developments in the existing contest.

Claims to Be Ignored.

Any claim of a candidate based on his lection by the central committee is sure

mmittee will be to select a man who will

in the judgment of the members of the

national committee, be the most useful

member of the committee and be a representative of the most earn-est Chicago platform democrats of the District. The selection will be made

with a view to committee work, and not with reference to any factional rivalries nor

DEMANDS PAYMENT OF FEES.

Recorder Cheatham's Bill Against

Mr. Henry P.Cheatham, the recorder of

deeds for the District, has been endeavor-

ing for some time to collect from the Dis-

trict a bill of several hundred dollars. The

bill, it is said, represents fees due the re-

corder's office for filing papers therein, and it it stated that it has been running for several years. Saturday last Recorder Cheatham called upon Commissioner Wight

District of Columbia.

dered by the national committe

f the central committee, though the

ded by his wife and his daughter, Mrs.

Short Covering Today Caused an Ad-These Will Be Left to Mr. Johnson

MARKET WAS VERY IRREGULAR

vance in Stocks.

GENERAL MARKET REPORTS

orices in today's stock market indicated a willingness on the part of certain large in terests to cover outstanding short contracts. This change of front by the local ex-Governor Stone, and a further confer-ence is held today. Senator Jones is well pleased with the way the party work has progressed during his absence in Europe. professional element and some buying for London account had a beneficial influence on commission business. In several instances advice to buy moderately on further recessions was substituted for last His health has been completely restored, week's caution against new risks at this and he said before leaving Washington time. An abundant offering of call money hat he felt better than he had before for at 5 and 51/2 per cent was largely instru-

> sentiment. London's purchases of bar gold in several of the continental markets and the tone of extensive confidence as to the financing of the war were decidedly encouraging fac-tors in stock exchange circles. It is to be noted that the market railied largely be-cause of the assistance from professional cause of the assistance from professional sources, and not from any pronounced ag-gressiveness on the part of the public or its representatives. Public sentiment has changed, but there is no evidence of a de-sire for hasty action. The stocks which

covering movement, which was the feature of the day, was inaugurated.

Brooklyn Rapid Transit was opened off, but later advanced 2 per cent under a good demand from the room. Whatever may be the basis first, the talk of the street is again very hopeful as to the future of this property. There can be doubt that extensive liquidation has been recorded, and if the new owners of the stock are any more desirable, for purposes of management and development, than the old, the present record of the tape might be set aside and these new, optimistic views adopted. The average trader, however, is better fitted by temperament and has standing with his bank for ventures in which the element of faith is less necessary.

the element of faith is less necessary.

The Grangers were strong from a mixed demand representing the cautious buying of commission houses and a covering of sales made in anticipation of London's war liquidation. The earnings of these properties, while comparing with an unusually prosperous period one year ago, continue to encourage buying from strictly investment circles. The low-priced railway issues were not regular in their action, selling up and down under sudden changes in room sentiment. he element of faith is less necessary.

ectally noticeable in this respect, large locks of stock changing hands around 36 its level. The extensive manchi opera-tions incident to the issuing of the new Southern Pacific stock for the readjust-ment of the Central Pacific were largely responsible for the stocks action.

FINANCIAL AND COMMERCIAL.

local political ambitions, and no authority will be recognized in the selection except that of the national committee itself. esapeake & Ohio..... 25% 29% 25% 25% 58 58% 58 58 129% 130% 125% 130% C., C. C. & St. Lonis..... Chicago, B. & Q.... Chic & Northwestern... hicago Gas. .. M. and St. Paul..... ., Lack & V 120 120% 120 120% 58% 54% 58% 77% 77% 77% 118 119 118 al Steel, pfd......al Electric

n. Comi and Iron...... 1145, 1165, 1145, 1165,

Washington Stock Exchange.

and laid the matter before him.

Mr. Wight was informed that the bill now amounts to about \$1,300, and that its payment is very much desired in view of the fact that the receipts of the office of the recorder have not recently been as great as they have been.

Mr. Wight promisd to investigate the matter, and he has been informed that the correspondence in the case is on file in the office of Mr. J. T. Petty, the auditor of the District. It is said that Mr. Petty, when the matter was first referred to him, took the position that as the office of the recorder of deeds invariably showed a surplus each year and that if the bill was paid the amount would be turned into the United
 National Lead Co.
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 New York Central
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 States treasury as a part of the surplus of the recorder's office, there did not appear any good reason why the bill should be

In this opinion, it is said, Mr. Petty re ceived the support of the Treasury Department officials. Be that as it may, it is understood that Mr. Wight has called for the papers in the case, and it is stated that it is his intention, after asking for a report thereon from the auditor, to move that the bill be re

Visitors to the Monument,

ferred to the attorney for the District, that

of their legal adviser in the matter.

There were 22,348 visitors to the top of the monument during the month of September, making a total of 1,744,832 visitors since the shaft was first opened to the pul lic. October 9, 1888.

Government Bonds. Bid. Asked. 101 107% 107% per cents, registered.....per cents, registered of 1908-1928.

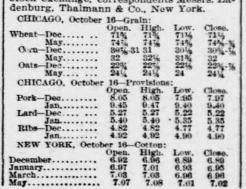
2 per cents, registered of 1908-1528 10754
3 per cents, registered of 1908-1528 10754
3 per cents, coupon of 1608-1528 108
4 per cents, coupon of 1607 111
4 per cents, registered of 1507 112
Ex. 4 per cents, registered of 1325 12854
4 per cents, coupon of 1625 12854
5 per cents, registered of 1504 11554
5 per cents coupon of 1504 11554
5 per cents coupon of 1504 11154

Baltimore Markets.

Baltimore Markets.

BALTIMORE, Md., October 16.—Flour quiet, unchanged—receipts, 15.032 barrels; exports, 1.880 barrels. Wheat very dull—spot and the month, 71a71½; December, 74a74½; steamer No. 2 red, 67a67,—receipts, 15.813 bashels; exports, noue—southern by sample, 65a72½; southern on grade, 68½a72. Corn easy—mixed spot, 36%a38½; the month, 38¼a38½; November and December, 38½a 85½; November or December, old or new, 36a36½; January, 35%a38½; November and December, 384a38½; November or December, old or new, 36a36½; January, 35%a38½; steamer mixed, 36%a37—receipts, 226,974 bushels; exports, 34.285 bushels—southern white corn, 41a41½; southern yellow corn, 41a41½, 6ats frm—No. 2 white, 20%a36½; No. 2 mixed, 28a28½; Rye dull—No. 2 nearby, 58; No. 2 western, 63½. Hay frmer—No. 1 timothy, \$15.50 a\$16. Grain freights firm—steam to Liverpool, perbushel, 4%d. October; Cork, for orders, per quarter, 4s., October; 4s.a4s.3d., November, Sugar strong, unchanged—fine and coarse granulated, \$5.39. Butter firm, unchanged—fancy creamery, 24a25; fancy imitation, 1920; fancy index [17a18], good indle, 16; store packed, 14a15; rolls, 15a17. Cheese firm, unchanged—fancy, 13a13½; smail, 13½a13½. Eggs firm, unchanged—fresh, 17a18.

Grain, Provisions and Cotton Markets. Furnished by W. B. Hibbs & Co., bankers and brokers, 1419 F st., members New York stock exchange, correspondents Messrs. La-denburg, Thalmann & Co., New York.



Washington Stock Exchange.

Sales-regular call—12 o'clock m.—United Sintes 36, registered, \$400 at 1075. United States 36, coupon, \$1,000 at 108, \$1,000 at 108, \$100 at 1075. Potomae Fire In member 6 at 76. Unpital Traction, 20 at 3654, 20 at 1838, 20 at 3658, 20 at 1838, Mergenthaler Linotype, 10 at 2975. Phenimatic Gun Carringe, 400 at 30 cents. Artor call—Washington Gas, 100 at 3554. Mergenthaler Linotype, 10 at 2975. Phenimatic Gun Carringe, 400 at 3554. Mergenthaler Linotype, 10 at 298, 3 at 208. Capital Traction, 20 at 36, 27 at 288, 3 at 208. Capital Traction, 20 at 36 at 9. 100 at 37, 7 at 3652. Riggs Fire Insurance, 100 at 9, 100 at 9. District of Columbia Bends.—30-year Fund, gold 68, 107 bid. Water Stock currency 78, 107 bid. Fund, currency 3 658, 1165, bid.

Miscellaneous Bonds.—Metropolitan Railroad 58, 125 bid. 150 arased. Metropolitan Railroad 68, 126 bid, 181 asked. Columbia Railroad 2d mort. 58, 110 bid, 113 asked. Columbia Railroad 2d mort. 58, 110 bid, 113 asked. Columbia Railroad 2d mort. 58, 110 bid, 114 asked. Washington Gas Company, ser. A. 68, 1125, bid. Washington Gas Company, ser R. 68, 1125, bid. United States Electric Light deb. 1mp. 68, 116 bid, 118 asked. United States Electric Light deb. 1mp. 68, 116 bid, 118 asked. United States Electric Light deb. 1mp. 68, 116 bid, 118 asked. United States Electric Light deb. 1mp. 68, 116 bid, 118 asked. United States Electric Light deb. 1mp. 68, 116 bid, 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. United States Electric Light deb. 1mp. 68, 117 bid. 118 asked. 1125 bid. Mashington Market Company inp. 68, 1125 bid. Washington Market Company exten. 68, 1125 bid. Washington Market Company exten. 68, 1125 bid. Washington Market Company exten. 68, 1125 bid. Washington Marke

PEKIN, October 16.-Yano Fumio, Japa-

bid. Columbia Title, 5 bid. District Title, 2 bid, 3 asked.

Rafiroad Stocks.—Capital Traction Company, 93%, bid, 93% asked. City and Suburban, 36% bid, 37% asked. Georgetown and Tennitytown, 18 bid. Gas and Electric Light Stocks.—Washington Gas, x55% bid, 55% asked. Georgetown Gas, 55 bid. United States Electric Light, 130 bid, 160 asked. Telephone Stocks.—Chesaponko and Potomne, x74% bid, 75% asked. Pennsylvania, 40 bid. Miscellaneous Stocks.—Mergenthaler Linotype, 207 bid, 207% asked. American Graphophone, 12% bid, 13% asked. American Graphophone, 12% bid, 18% asked. Pneumatic Gun Carriage, 29 bid, 30 asked. Washington Market, 13 bid. Norfolk and Washington Steamboat, 120 bid.

nese minister to China, has been recalled. He will be succeeded by Mr. Nishii, former Japanese minister to Russia.

There Was No Strong Sustaining Senator Jones, chairman of the democratic national committee, does not con-Demand to Help It. template devoting as much time to all the small details of the committee work as he did before he was taken ill last spring. He will resume his duties as chairman of the

NEW YORK, October 16.-The course of

en years, much better than he did for sevmental in bringing about the change in

sire for hasty action. The stocks which were most under pressure at the close of last week were selected again this morning, but the selling was disappointing in its result. The market stood the attack very well, and once this fact was recognized the covering movement, which was the feature of the day was insurerated.

The action of Southern Pacific was es

In the industrial group there were the same influences at work as those noted in the rallway department. Covering purchases advanced Sugar, Tobacco and the Steel stocks, but there was very little new business in them. The depressing party has lost confidence in its selling, and to this extent at least speculative conditions have improved.

New York Stock Market.